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DECEMBER 2003

Thousands Celebrate Opening of New Zampa Bridge

Despite threatening skies and intermittent rain last month, thousands turned out to celebrate the opening of the New Alfred Zampa Memorial Bridge across the Carquinez Strait. Hoping to make history, eager participants ranging from marching bands to mothers with baby strollers jockeyed to be the first to cross the bridge after former Governor Gray Davis helped cut a chain with a welding torch at the opening ceremony.

Before them stretched the towering 3,400 foot long structure, designed to carry westbound traffic on Interstate 80 between Vallejo and Crockett. The 420 foot tall bridge replaces the older of two gray steel truss bridges that span the Carquinez, one erected in 1927, the other in 1958. Caltrans' world-renowned engineers seismically retrofitted the newer of the two, which will continue to carry eastbound traffic.

The massive \$500 million project was completed on time and within budget. Hundreds of employees needed only three years to construct the edifice.

It is the first major suspension bridge built in the United States since Maryland's Chesapeake Bay Bridge in 1973 and the longest since New York's Verrazano Narrows Bridge was constructed in 1964.

The vital statistics are truly impressive. There are nearly 13,000 miles of steel wire in the main cables, enough to stretch from San Francisco to Paris and back.

The term "teamwork" has become a cliché, but no word better describes what needed to be done to get this bridge completed. Hundreds of people from across the world provided their talents, energy and strength to this undertaking.

Director Jeff Morales praised the work on the structure. "I'm very proud of everyone who has worked on this project. It's truly an amazing bridge that contributes to the unique historical flavor of California."

After evaluating four types of bridges, engineers selected a suspension bridge because it could reach across the Carquinez Strait without the need for construction of a tower in the center of a fast moving current. This saves the state money in construction and maintenance and is safer for the workers.

Suspension bridges are not a new concept to Bay Area residents. Two other famous examples are the Golden Gate and the west span of the San Francisco Oakland Bay Bridge.

The new span will carry 140,000 vehicles per day and will offer shoulders, a bicycle and pedestrian path and a carpool lane.

The namesake for the new bridge, ironworker Alfred Zampa, helped construct most of the major Bay Area bridges including the existing Carquinez, Benicia-Martinez, Richmond-San Rafael, San Francisco Oakland Bay and Golden Gate bridges.

Zampa is famous for surviving a fall of more than 200 feet while working on the Golden Gate Bridge in 1936. Although there was a safety net, it sagged when Zampa hit it and he slammed onto the rocks below, breaking four vertebrae.

As soon as he was released from the hospital, Zampa returned to the bridge and climbed it to prove to himself and any doubters that he could still perform ironwork at high elevations. Soon thereafter, he returned to the trade full time.

Zampa lived long enough to attend the groundbreaking for



Thousands turned out to celebrate the opening of the new Alfred Zampa Memorial Bridge across the Carquinez Strait. Photo courtesy of Bill Hall, District 4 photographer.

DIRECTOR'S CORNER



Director Jeff Morales

As a result of the hard work by hundreds of Caltrans employees, California transportation marked a significant milestone last month. In slightly more than three years, the Department built the Alfred Zampa Memorial Bridge over the Carquinez Strait, and celebrated its opening in a Nov. 8 public ceremony.

The \$500 million structure replaces a seismically obsolete bridge that was erected in 1927, and it provides a new westbound crossing over the Carquinez Strait near Crockett that meets modern earthquake standards.

In a colorful opening ceremony, nearby residents, Caltrans employees, government officials, contractors, and even mothers with baby carriages poured across the bridge as the public was allowed to walk the bridge for the first time.

Named for Bay Area ironworker Alfred Zampa, who helped build the original Carquinez Bridge, as well as the San Francisco Oakland Bay and Golden Gate bridges, this new span is full of superlatives.

It is the first catenary suspension bridge built in the United States since the Chesapeake Bay Bridge in 1973, and longest in the nation since New York's Verrazano Narrows Bridge in 1964.

Further, it is the first bridge in the country to use steel orthotropic box girders to support its deck. And, perhaps

Caltrans Workers Created a Jewel in Zampa Memorial Bridge

most significantly, it is the first of its kind in such a seismically active area.

With towers that extend 300 feet below the water, the bridge is designed from scratch to resist earthquake damage caused by any of three major faults nearby, the San Andreas, Hayward and Franklin, without the need for extensive repair work that might require traffic closures. Ramps leading into the town of Crockett also meet the new safety standard.

Workers laid down nearly 23,000 tons of asphalt, spread about an inch thick over the four-lane bridge that is expected to carry as many as 120,000 vehicles a day.

As a bonus, the work also served to boost the local and state economies -- creating some 13,000 jobs over the last three years. And it occurred with no fatalities and little time lost to injuries, which earned it two American General Contractor's Awards for Safety.

That's not bad for one bridge.

The Department's contract builder was a joint venture consisting of Flatiron Construction, Inc., of Boulder, Colo., and Cleveland Bridge from the United Kingdom. However, more than anyone else, Caltrans workers should take the credit for making this accomplishment possible. They were responsible for all daily oversight and the inspection of all construction.

The new bridge, however, is more than steel and concrete, and does more than simply cross the strait. It's also an example of how Caltrans employees address not only engineering issues, but also the impact of transportation facilities on nearby residents, entire communities and the environment.

Caltrans needed to secure the bridge by anchoring it to bedrock in the strait below. And in a similar manner, the Department laid the proper community relations groundwork to ensure the public's support and confidence in the bridge.

From the beginning, Caltrans met every month with the Carquinez Bridge Community Advisory Committee to

smooth out problems in the construction process. Local officials brought together this grass roots body, which included concerned citizens who asked questions, aired complaints and directed helpful suggestions to Caltrans.

Since a bridge of this magnitude presented a number of highly complex and technical challenges, Caltrans provided experts who helped to clarify issues in such areas as noise, air monitoring, traffic engineering and bridge building.

By working in such a highly cooperative way, the group was able to build support for the bridge and create a sense of community pride.

At the same time, Caltrans engineers and environmental experts faced a separate set of challenges. How should the Department build an innovative structure to advance Bay Area mobility, while applying context-sensitive concepts to ensure that the structure integrated well with the community and environment?

The Department began work back in 1999 by putting up a temporary trestle. However, Caltrans took care to erect the structure during an "environmental window," to safeguard the habitat for shallow water juvenile fish. And the Department developed more than six acres along the Martinez shoreline to lessen adverse effects to Delta Smelt habitat and the adjacent wetlands.

Caltrans needed to keep in mind the motorized vehicles that would traverse the bridge. However, the Department also planned a 12 foot-wide lane that allows pedestrians and bicyclists for the first time to cross between the Contra Costa and Solano county shorelines.

In addition, two vista points and retaining walls make the bridge an aesthetically pleasing addition to the communities that the bridge connects.

All in all, Caltrans employees have created a real jewel. Congratulations and thank you for your dedication and best efforts.



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Caltrans Employees Help to Battle Southern California Fires

As firefighters fought at the front lines to beat back raging flames in Southern California last month, Caltrans employees played a critical role in helping to protect citizens, homes and roadways from destruction.

When flames roared out-of-control, Caltrans responded by working around-the-clock for more than a week to keep equipment in order and roadways clear so that fire fighting teams could have access to the front lines.

The Department's workers took the initiative to direct traffic, clear rocks, trees and debris from the highways and pulled disabled vehicles out of the roadways so fire trucks and other emergency vehicles



Before being demobilized from the Southern California wildfires, fire trucks from across the country lined up to be inspected and repaired by Caltrans heavy equipment mechanics. Photo courtesy of Michael Darcy, District 7.

could pass. Maintenance stations were kept open night and day so that additional power and fuel supplies were always available to fire fighting personnel.

Caltrans worked with the Office of Emergency Services (OES) to provide direct assistance to the California

Department of Forestry and Fire Protection (CDF) and other fire protection agencies by performing inspections and repairs on their emergency vehicles.

Maintenance employees and heavy equipment mechanics in Districts 7, 8 and 11 teamed up and put together a plan of action. The effort provided general maintenance for fire responder needs and allowed fire agency vehicles to be demobilized and return home

safely only after being inspected and repaired by Caltrans mechanics.

Mechanics and supervisors inspected approximately 2,300 pieces of fire fight-

Fires

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Zampa Bridge

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the new Carquinez Bridge in March 2000. A few weeks afterward, he died at the age of 95.

Later in the year, the Secretary of the State filed Senate Concurrent Resolution No. 97 designating the new Carquinez Bridge as the Alfred Zampa Memorial Bridge in recognition of a man who dedicated his life to building bridges.

At the bridge opening ceremony, Dick Zampa, Alfred's son and president of the Iron Workers California District Council, said, "Dad would be proud, I'm proud, and every construction worker who worked on this bridge should be proud. Thanks."

The parade of people crossing the new bridge for the first time included state elected officials in vintage cars, marching bands, people who worked on the project and the general public. Access to the bridge ended shortly after 4 p.m. when threatening clouds turned to heavy rain.

The teamwork required to see this bridge built exemplifies the best of the Caltrans ethic and organization. The excellence of the engineering is demonstrated in the state-of-the-art seismic design, graceful beauty of the bridge and smooth



Concluding a successful day of celebration for the opening of the new Zampa Bridge, a spectacular fireworks display lit up the night sky. Photo courtesy of Bill Hall, District 4.

construction progress.

It is an example of the ingenuity and creativity of the human mind. As John King, architectural critic for the San Francisco Chronicle wrote, "Its strong clean lines embody something else: an austere yet exquisite sense of restraint."

The people of Crockett, led by long-time resident Gene Pedrotti, were involved from the beginning of the bridge-building process. They also helped to plan the opening ceremony bridge parade, street fair and fireworks. Downtown Crockett was transformed into a lively marketplace.

Although rainstorms caused an early darkness to settle over the bridge and town, spirits remained high as people headed for shelter and planned where they would watch the fireworks.

And floodlights discretely placed on the towers at roadway level lit the bridge towers. The cables carried a string of lights that outlined the graceful bridge through the night.

More information about the new bridge can be found on the District 4 Web site at:

<http://www.dot.ca.gov/dist4/carquinez.htm>

Fires

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ing equipment in seven days. They included fire engines, transport trucks, water trucks and pickup trucks. Caltrans employees were there to replace water pumps, brakes, leaky fuel lines and front-end steering.

The first day of the operation, Caltrans employees working out of Shop 8 inspected and repaired more than 254 units in 18 hours. According to CDF Mobile Equipment Manager Jay MacDonald the employees set a record for this type of success in just one day.

Caltrans heavy equipment mechanics received outstanding "Incident Personnel Performance Ratings" from the CDF officers in charge.

"Everything went extremely well. I was blown away that the team was able to handle that much equipment so swiftly," said Gordon Gholson, Southern Fleet Manager with CDF. "Everyone was pulling on the same end of the rope."

"From the firefighters to logistical support crews, there were many heroes who took part in the Southern California fire seige," said Dallas Jones, OES Director. "Caltrans employees were no exception as they played a vital role in keeping our equipment running and ensuring a smooth operation."

Everyone who participated in the demobilization effort got to meet fire fighting heroes from CDF, the United States Forest Service, San Bernardino County Fire and fire departments throughout California and the United States. Firefighters came from as far away as Montana, Utah, Arizona, Nevada, Texas and New Mexico to help battle the flames.

"I am so proud to be helping our firefighters," said Alex Cajina, Superintendent for Caltrans Shop 7 in Los Angeles, who helped coordinate the effort. "Anyone watching the fire fighting teams in action could only be awestruck by their diligence and

persistence. There's no question respect is due for the great job these firefighters do."

"This day will be remembered by all since it was the most efficient and cost effective operation of two agencies working for a common goal. We are all proud to be part of a great success," said Shop 8 Superintendent, Einar Markussen. Markussen was the first to contact CDF to offer support after

receiving word that assistance was needed.

On Nov. 4, 2003, District 11 heavy equipment mechanics shook hands with President George Bush when he was at Gillespie Airfield in El Cajon speaking to firefighters and other volunteers. Several dignitaries including former Governor Gray Davis and Governor Arnold Schwarzenegger accompanied President Bush at this gathering.

"We stepped up to the plate, and did what we know we can do to get the job done," said Rob Anderson, Highway Equipment Superintendent II. "I really appreciate the professionalism of our mechanics."

"Our focus is on returning people to their homes as soon as it's deemed safe and all critical needs are met," said San Bernardino County Fire Battalion Chief John Salvate. "The partnership ef-

fort with Caltrans helped us return all firefighters to their communities sooner and ensured that their fire apparatuses were safe and ready for their next assignment."

According to Markussen, the operation will be used as a standard for future operations.

"This is only one great example of Caltrans employees stepping up to the plate when natural disasters occur," said Director Morales. "The Department is full of humble heroes who help save lives and negate the results of potential catastrophes on a regular basis."



Top, Caltrans heavy equipment mechanics, Robert Lawson, Keith Burress and Andy Ramirez, repair an air brake on a CDF fire truck. Above, heavy equipment mechanic Gustavo Valdivia installs a water pump in a fire truck from Texas, before the emergency vehicles are released for home. Photos courtesy of Michael Darcy, District 7.

Adopt-A-School Students Make a Clean Sweep in Their Neighborhoods

by Nancy Mogote

District 12 Public Information Officer

It started out as a class assignment, and ended as a productive day of community service for students seeking a career in transportation at the Anaheim Transportation Academy (ATA).

Under the direction of Brett Schumm, the Academy's coordinator, students spent a Saturday in early November cleaning up their neighborhoods.

Schumm assigned sophomore class members to explore their neighborhoods for traffic, lighting, crime, and other problems. In turn, the students identified trouble spots, determined solutions, and how to prevent them from happening in the future.

Then they set the date. As enthusiasm grew, all the classes wanted to be involved. Students were able to use the project to satisfy their community service credits.



As part of the Adopt-A-School Program, students from the Anaheim Transportation Academy spent a full Saturday cleaning up their neighborhoods. Photo courtesy of Nancy Mogote, District 12.

The sophomore students asked property owners' permission to paint or clean up graffiti. They arranged teams and picked up needed supplies. The morning of the Cleanup Day more than 60 students showed up to participate.

The largest area selected was Carbon Creek, which Orange County owned. Jay Hosey, County Inspector, opened gates and supplied paint, rollers and trays. While a crew of students painted over graffiti on the bridge walls, others removed debris from the creek which included several shopping carts and one jetski.

The ATA is a "school within a school" supported through a state grant. It prepares students for careers in transportation. In 2002, District 12 adopted the ATA as part of the Department's Adopt-A-

School Program. Nancy Mogote, District 12 Adopt-A-School Liaison, with the help of Don Snowden, District 12 Safety Officer, arranged for garbage bags, gloves and vests for the project. Organizers called the day a great success.

Division of Mass Transportation Helps Save Taxpayers Millions of Dollars

The Caltrans Division of Mass Transportation (DMT) is helping save California taxpayers approximately \$3.5 million annually on transit.

What started nearly 25 years ago as assistance to non-profit agencies, primarily used to transport disabled and elderly clients through the Federal Transit Administration's (FTA) Section 5310 program, has since expanded to include public agencies.

The DMT-administered State Paratransit Van and Bus contract, developed in partnership with the Department of General Services, allows transit agencies the opportunity to purchase accessible transit vans and buses that carry from five to 33 passengers without having to go through a local procurement process.

Today, more than 500 vehicles are being purchased annually through group procurement as the organizations, manu-



Above is one of the many bus models that non-profit and public agencies purchase with the assistance of the Division of Mass Transportation staff. Photo courtesy of El Dorado Bus Sales.

facturers and dealers reap the benefits of economy of scale.

"Agencies save an average of \$7,000 per vehicle and can expect delivery four to six months earlier than if they had purchased the vehicles using a local procurement," said Dan Mundy, Chief of DMT

Procurement and Monitoring Branch.

In addition to working with local and public transit agencies with their bus procurements, Mundy and his staff provide assistance in a variety of other ways. They serve as the central point of contact for compliance with FTA third party contracting requirements, write vehicle specifications, and mediate procurement issues between agencies, vehicle manufacturers and dealers.

"Our agency has bought roughly 75 vehicles through the state contract over the past five years," said Vince Rouzaud, Purchasing and Materials Management Director, Riverside Transit Agency.

"Not only is it cheaper and quicker than local procurement, but we have the added benefit of having Dan and his staff a phone call away to provide direct assistance when needed. Now that's excellent customer service."

Caltrans Creates Public Service Announcements to Aid Law Enforcement



**SLOW FOR THE
CONE ZONE**
C A L T R A N S

Caltrans has produced a special public service announcement to help locate the driver and vehicle involved in the death of Ysidro Manuel Gonzalez, a 28 year-old highway construction contract worker, who died in a hit-and-run accident on Oct. 8.

In coordination with the Department's "Slow for the Cone Zone" campaign, various radio stations in Southern California are running 120 prime time public service announcements to aid in the investigation.

Gonzales, an employee of a Caltrans subcontractor, Statewide Safety and Sign, was struck and killed as he was posting traffic signs just north of Ontario Avenue on I-15, near State Route 91 in the Inland Empire area.

It was roughly 7:30 p.m. when a white truck pulling a white trailer veered onto the shoulder and struck Ysidro at full speed, killing him instantly.

Witnesses say the driver was male, and appeared to be intoxicated as he was weaving across lanes before he struck Ysidro.

The public service announcements ask any witnesses or anyone who may have information about the driver or vehicle involved to contact the Riverside Area CHP at (909) 637-8000.

Caltrans Employees Celebrate American Indian/Alaska Native Heritage Month

In November, Caltrans employees celebrated American Indian/Alaska Native Heritage (AIAN) month, an opportunity to recognize intertribal cultures and to learn about the heritage, history, art and traditions of the American Indian and Alaska Natives.

The indigenous people of this land have contributed and played an important role in shaping the history and culture of the nation, and their spiritual beliefs, customs and celebration of life have enhanced diversity.

The month-long observance traces its roots to the turn of the 20th century when people began making proposals for a single day on which to honor Native Americans.

One of the early proponents of an "American Indian Day" was Red Fox James, a member of the Blackfoot Tribe. In 1914 he rode horseback from state to state to gain support for a day of tribute. Since then, there have been "American Indian Days" and "American Indian/Alaska Native Awareness Weeks."

In 1990, President George Bush approved a joint resolution designating November 1990 as "National American Indian Heritage Month." Similar proclamations have been issued each year since 1994.

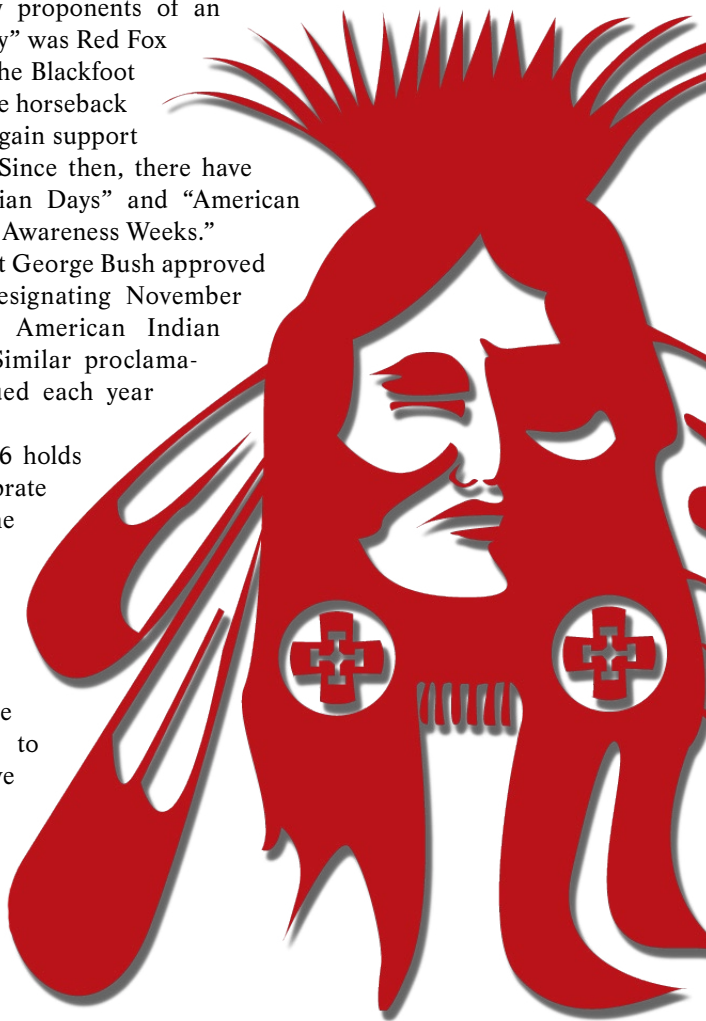
Caltrans District 6 holds a yearly event to celebrate AIAN month. The event focuses on educating Caltrans employees about California's indigenous cultures and traditions in the Central Region and to encourage a positive relationship between Caltrans and the Native American community. This year, the two-hour event was held Thursday, Nov. 13.

The event included a blessing ceremony and several Native American exhibits and demonstrations, such as beadwork, soap roots, and acorn preparation.

The arts and crafts booths highlighted basketry and jewelry. Attendees also experienced music and dance from several tribes with ceremonial drummers, flute players and singers.

Before going back to work, employees had the opportunity to sample Indian tacos and other foods of American Indian/Alaska Native origin.

For the second year in a row, District 10 also honored AIAN month. As our deadline approached, the District was planning a celebration highlighting a collection of books and periodicals, an educational film and ceremonial presentations by American Indians and Alaska Natives.



"CT" Emblem Makes Mark, Survives Test of Time



The distinctive Caltrans "CT," along with the golden arches of McDonalds® and Coca Cola's® red ball, may be among the most recognizable trademarks in California. Back in 1972, AB 69 created the California Department of Transportation, which prompted

Department officials to find a new Department logo.

James Moe, the director of the Department at the time, was concerned that calling the Department CAL-DOT would be too confusing since the federal Department of Transportation was commonly known as US DOT.

Moe wanted the Department to have its own identity. He directed staff to come up with a distinctive symbol and the result was the turquoise "C" and blue "T" for Caltrans.

Once the design was approved, Caltrans gave Moe the first "CT." Moe later left Caltrans to work for years at Bechtel, the world-renowned engineering and construction firm. Years

passed, 30 of them to be exact, with the artwork safely stored in Moe's garage.

Retired in La Jolla, Moe recently decided a little spring cleaning was in order and came across the original artwork. This summer, while in Sacramento to attend the high school graduation of two of his grandchildren, Moe presented the original logo to the Caltrans library for safekeeping.

"I can't believe I held onto it all these years. I thought it would be a shame to throw it out because it does have historical significance," said Moe.

Exams Schedule

The Caltrans Examination Office anticipates that the following examination bulletins will have a Final Filing date in December/January.

Associate Fiscal Systems Analyst, Caltrans (Promo)
Heavy Equipment Bodyworker/Painter

The following examinations allow for continuous filing:

Associate Right of Way Agent (Promo)
Caltrans Heavy Equipment Mechanic (Promo)
Caltrans Heavy Equipment Mechanic (Open)
Deputy Attorney III
Deputy Attorney IV
Transportation Surveyor, Caltrans (Open)
Transportation Surveyor -Party Chief, Caltrans (Open)

The following examinations allow for continuous filing on the Internet:

Senior Environmental Planner (Promo)
Senior Right of Way Agent (Promo)
Senior Transportation Engineer, Caltrans (Promo)

Visit our Web site at www.dot.ca.gov/hq/jobs for open, promotional, CEA and MSDP examinations.

District 12's ConeKid Provides Halloween Tips and Treats



Caltrans provided kindergarten students at Costa Mesa's Killbrooke Elementary School with a special treat this Halloween.

ConeKid, the Interstate-405/State Highway-73 Improvement Project mascot created in 1997, performed an interactive safety event for more than 60 students. The presentation reinforced the ABCs (Always Be Careful) of Construction, and Caltrans' "Slow for the Cone Zone" messages, as well as teaching them important trick-or-treating safety tips.

The students received I-405/SH-73 coloring workbooks, project brochures and Halloween safety tips for kids, moms and dads.

DO YOU HAVE A SUGGESTION ON HOW TO IMPROVE STATE OPERATIONS? IF SO, YOU MAY BE ELIGIBLE FOR AN AWARD! CONTACT THE EMPLOYEE RECOGNITION PROGRAM AT (916) 227-9803 OR VISIT THE WEB SITE AT:

<http://admin.dot.ca.gov/hr/recognition/index/shtml>

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